

HAWTHORN ENGINE and CARRIAGE TRUST

(Registered Charity No. 1199460)

Registered address:-

66 Norton Road,

Heysham,

Morecambe,

Lancashire,

LA3 1PG

Annual Report of the Trustees for 2024/25

1. Governance and Administration

The business of the Hawthorn Engine and Carriage Trust, a Charitable Incorporated Organisation (CIO), is managed by the trustees in accordance with a constitution approved by the Charities Commission and was registered as a charitable Trust on 27th June 2022. The Chairman is responsible for the day to day management of the affairs of the Trust, with the assistance of the Secretary, Treasurer and other trustees. The current trustees were appointed at the formation of the Trust and have fixed durations of office from that date in accordance with the registration of the Trust with the Charities Commission. These are detailed in section 2 of this report. Following that duration one third of the trustees will stand down in rotation at the AGM in accordance with the constitution. The trustees meet on a number of occasions throughout the year to manage the Trust's affairs and agree required courses of actions. These are normally face to face but electronic communication is also widely used.

The financial statements have been prepared in accordance with the Charities Commission guidelines and are submitted as Receipts and Payments accounts.

The Trust's Banker is Lloyds Bank, PO Box 1000. Andover, BX1 1LT

The independent Examiner for these accounts is Mr Chris Walker, Finance Director at the Tanfield Railway.

2. Trustees

The original Constitution requires a minimum of three with a maximum of six trustees to administer the Trust.

The following were appointed Trustees and in position when the Hawthorn Engine and Carriage Trust was registered with the Charities Commission on 27th June 2022. The initial fixed period in post for these first Trustees is also shown.

On 4th October 2024 the Charities Commission approved a change in the Trust's constitution to raise the maximum number of Trustees from the original maximum of 6 to a maximum of 8. Two additional Trustees are to be voted onto the Trust at the 2025 AGM.

S Waugh (Chairman) - for 4 years

E Martin (President) - for 4 years

C Gilchrist (Secretary) - for 3 years (for re-election 2025)

M Pearce - for 3 years (for re-election 2025)

D Watkins (Treasurer) - for 2 years (re-elected 2024)

D Charlton - for 2 years (re-elected 2024)

All of the above Trustees are volunteers and were responsible for the preparation and approval of this report.

3. Objectives and Activities

The objects of the CIO are to advance the education of the public in the history of the railway locomotive and general transport heritage of the United Kingdom, with specific focus on the history of Tyneside locomotive builders, their contribution to the railway industry and industrial development of the North East of England, and through working demonstrations of restored steam locomotives.

The Hawthorn Engine and Carriage Trust was initiated by the late Eric Maxwell as an organisation to manage his collection of Railway locomotives, carriages, rolling stock and artifacts all of which were built or used in the North East of England.

Unfortunately it was not formalised before his untimely death when the collection was bequeathed to his partner Eileen Martin. In June 2022 the Trust was registered with the Charities Commission, when, with the co-operation of Eileen Martin, the six new Trustees formally accepted the donation of part of Mr Maxwell's collection to the new trust.

The principle activities in the period 2024 to 2025 have been the continued consolidation of the Charitable Trust, ensuring all of the items of the collection are safely stored, outstanding bills paid and any ongoing restoration work has continued. The long term objective is to ensure the collection is preserved, conserved and where ever possible restored to working order. In shaping the Trust's objectives the Trustees have given due consideration to the Charities Commission guidance on public benefit with the object of advancing education through the work of

conserving and restoring the items under its care, which all tell the history of the Railway industry in the North East. The Trustees are also taking into account public accessibility to show off these historic items through their restoration and use on host heritage railways, primarily the Tanfield Railway in County Durham.

4. Achievements and Performance

Following Registration on 27th June 2022 the Hawthorn Engine and Carriage Trust (HE&CT) took ownership of two steam locomotives and a NER carriage body as a donation from Eileen Martin from the late Eric Maxwell's collection. The Trust also took ownership of a second NER carriage body as a donation from the owners David Watchman and Stewart Waugh.

The original steam locomotives around which the Hawthorn Engine and Carriage Trust was formed was an 0-4-0 two foot gauge Black Hawthorn 748 of 1883 Escucha/Portuguesa and a standard gauge 0-4-0 Black Hawthorn 266 of 1873 Wellington,

The carriage bodies were NER 70 a family saloon of around 1870's build and NER 868 a three compartment brake of around 1880's build.

The Hawthorn Engine and Carriage Trust have also taken over the responsibility of custodianship of the rest of the late Eric Maxwell's collection, bequeathed to Eileen Martin, and is actively working to conserve, restore or, in the case of items that are inappropriate to the collection, move on to new owners for restoration.

Since July 2023 HE&CT have signed a 30 year loan agreement with the Statfold Barn Narrow Gauge Trust (on 24th January 2024) for Escucha for restoration and use at Statfold. The loco is now at Statfold undergoing assessment. Discussions on Wellington's restoration are well advanced with the Tanfield Railway, with a proposal to carry out the mechanical work at Marley Hill, with the boiler sent off site for contract overhaul. The restoration of NER 70 was already quite advanced at Stanegate Restorations. Outstanding invoices are all paid and it was agreed that the Trust would take on payments for its continued restoration. That restoration is nearing completion but is still "on hold" at present awaiting Stanegate completing other carriage contract work. A suitable chassis has been sourced and is now stored at Stanegate being prepared to take the carriage body. NER 868 is currently stored at Stanegate Restorations, sheeted over outside, awaiting grant funding for full restoration as a fully accessible disabled carriage.

In addition the 0-4-0 R&W Hawthorn 2009 of 1884 Enterprise/R Y Pickering No3 has had a 15 year loan agreement signed with Israel Newtons & Sons Ltd (signed 29th May 2024) for restoration and use. The loco is now at Israel Newtons boiler works. Ownership of the locomotive formally passed to HE&CT from Eileen Martin on 29th May 2024 as part of this loan agreement.

Two additional carriages ex GNR five compartment six wheeler No 836 and ex MS&L/GCR saloon No1906 were formally donated to HE&CT from Eileen Martin on 18th March 2024 as part of a formal donation by HE&CT to more appropriate charitable railway societies. Neither of these carriages have North Eastern connections such that the Trustees decided they should be donated to more appropriate locations for restoration and use. GNR 836 is now at the Buckinghamshire Railway Centre (with thanks to the Great Northern Railway Society for

funding to move). GCR 1906 is currently stored at Ribble Steam Railway. Unfortunately the offers of donation to the Buckinghamshire Railway Centre or GCR Rolling Stock Group at Ruddington were both turned down and after no response from advertising to other charitable trusts or railways the Trust has been approached by Fox and Edwards for the purchase of the carriage for restoration and use. The insulated fish van which the Trust was donated as a possible chassis for NER 70 became redundant with the acquisition of the current chassis. As it is a more modern van it was deemed inappropriate to retain so was sold to a private purchaser for use on another railway. The trust also secured the sale of the late Eric Maxwell's steam roller and an ex GWR van to a private purchaser. The proceeds of which are to be donated to the Trust. The Trust also assisted Eileen in donating an ex North British Railway 4 compartment first class carriage to the Ferryhill Railway Heritage Trust for eventual restoration. Another part of the late Eric Maxwell's collection which was not appropriate for the Trust.

The Trust continues funding of secure storage at S&G Storage to safely store the removed smaller items of railway equipment from Eric's house.

The Trust continued to co-operate with the Tanfield Railway for the storage, presentation, and eventual use of its stock on the railway. This has included disposal of some of the "inappropriate items of the late Eric Maxwell's collection on behalf of Eileen, as requested by the Tanfield Railway Trust and the relocation of the RSH built 3'6" gauge ex Tasmanian Government Railways Pacific, Number M2, to a different location on site to allow the Tanfield Railway to construct a new storage shed.

5. Financial Position

The Hawthorn Engine and Carriage Trust bank account had £2000 deposited by Mr Maxwell which he opened prior to his death. This account remained dormant during the period of Probate but was re-activated by S Waugh and E Martin (who were original signatories) prior to the Trust being registered with the Charities Commission. S Waugh deposited £6025 into the account on an "interest free loan" basis in order to pay outstanding bills etc. on the collection. Following registration the trustees agreed that this should continue to allow further restoration work on carriage NER 70 and payment for the secure storage unit. Further loans from S Waugh of £33,000 continued in the period 2022/23 with a further £2000 loaned in the period 2023/24 to allow this to continue. In addition a donation of £1000 was given by Mr E Lawson towards the restoration of Wellington. This has allowed the bank account to stay in credit for storage payments, restoration work etc. to continue. This loan will be paid back by the Hawthorn Engine and Carriage Trust in future years once the funds are available through the sale of Mr Maxwell's property and the donation of some of Mr Maxwell's substantial savings/investment money via Eileen Martin. Following the sale of Eric Maxwell's property, some more of this money has now been donated by Eileen Martin in the period 2024/25 giving a healthy bank account at the end of this period to allow the carriage and locomotive restoration work to proceed. There are no fixed timescales on this repayment. S Waugh has suggested repayment within 10 years if possible, though in fact the arrangement will remain in place as long as is required. Once fully established the Trust will also receive an income from the hire of its stock to heritage railways. It is expected that the Trust will build up a financial reserve in future years from this.

6. Looking Forward

Following the establishment of the Trust in 2022, and the safe storage of Mr Maxwell's collection allowing the sale of his property, the Trustees are now actively looking at working with other Trusts and Heritage based organisation for the restoration of the collection. Grant funding is being considered where appropriate and the Trust is working with the Tanfield Railway for continued co-operation for the display and future operation of the collection. The Trust is also looking at the items and artifacts currently in storage at both the storage facility or with E Martin/S Waugh. They will be sorted through and catalogued with the aim to put some of the items on display, archive some of them properly, or keep them safely stored until they are required (locomotive parts, spares etc).

The Trust is also assisting E Martin in identifying items of rolling stock or artifacts from Mr Maxwell's collection that are not appropriate for the Hawthorn Engine and Carriage Trust, so they can be sold or donated to other Heritage organisations or private owners. These items have not been transferred over to the Trust's ownership and are still under the private ownership of E Martin.

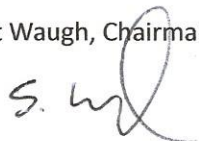
Work is currently progressing on NER 70. The chassis is almost ready to take the carriage body. Work will re-start on the carriage body in the near future with the aim to have an operational carriage by 2026. It is also hoped that the work on Wellington will re-start soon with the priority to remove the boiler then the cracked right hand cylinder to allow a new one to be cast machined and fitted.

The Trustees of the Hawthorn Engine and Carriage Trust declare they approve the Trustee's report above.

The accounts have been independently examined by Mr Chris Walker, finance Director of the Tanfield Railway. I have reviewed the attached and I am satisfied that your summary of accounts accurately reflects using the evidence provided.

Stewart Waugh, Chairman

Sign:-



Date:-

11/10/25

David Watkins, Treasurer

Sign:-



Date:-

11.10.25



CHARITY COMMISSION
FOR ENGLAND AND WALES

Charity Name

Hawthorn Engine and Carriage Trust (1199460)

No (if any)

Receipts and payments accounts

CC16a

For the period
from

Period start date

27-Jun-24

To

Period end date

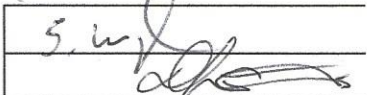
26-Jun-25

Section A Receipts and payments

	Unrestricted funds	Restricted funds	Endowment funds	Total funds	Last year
	to the nearest £	to the nearest £	to the nearest £	to the nearest £	to the nearest £
A1 Receipts					
Donations from E Martin	65,000	-	-	65,000	-
	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
Sub total (Gross income for AR)	65,000	-	-	65,000	-
A2 Asset and investment sales, (see table).					
Blue Spot van	1,600	-	-	1,600	-
	-	-	-	-	-
Sub total	1,600	-	-	1,600	-
Total receipts	66,600	-	-	66,600	-
A3 Payments					
S&G Storage	1,608	-	-	1,608	1,368
Transport of assets	7,158	-	-	7,158	1,440
Stanegate restorations	3,600	-	-	3,600	-
J Fowler and Co	4,740	-	-	4,740	-
HRA	220	-	-	220	212
	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
Sub total	17,326	-	-	17,326	3,020
A4 Asset and investment purchases, (see table)					
	-	-	-	-	-
	-	-	-	-	-
Sub total	-	-	-	-	-
Total payments	17,326	-	-	17,326	3,020
Net of receipts/(payments)	49,274	-	-	49,274	- 3,020
A5 Transfers between funds	-	-	-	-	-
A6 Cash funds last year end	2,728	-	-	2,728	1,728
Cash funds this year end	52,002	-	-	52,002	- 1,292

Section B Statement of assets and liabilities at the end of the period

Categories	Details	Unrestricted funds to nearest £	Restricted funds to nearest £	Endowment funds to nearest £
B1 Cash funds	Current account	51,002	1,000	-
		-	-	-
		-	-	-
	Total cash funds	51,002	1,000	-
	(agree balances with receipts and payments account(s))	Agreement Error	Agreement Error	OK
B2 Other monetary assets	Details	Unrestricted funds to nearest £	Restricted funds to nearest £	Endowment funds to nearest £
		-	-	-
		-	-	-
		-	-	-
		-	-	-
		-	-	-
		-	-	-
B3 Investment assets	Details	Fund to which asset belongs	Cost (optional)	Current value (optional)
			-	-
			-	-
			-	-
			-	-
B4 Assets retained for the charity's own use	Details	Fund to which asset belongs	Cost (optional)	Current value (optional)
	Steam loco Escucha/Portuguesa	Restricted	-	25,000
	Steam loco Enterprise	Restricted	-	20,000
	Steam loco Wellington	Restricted	-	20,000
	Carriage NER 70	Restricted	-	10,000
	Carriage NER 868	Restricted	-	500
			-	-
			-	-
			-	-
			-	-
B5 Liabilities	Details	Fund to which liability relates	Amount due (optional)	When due (optional)
	Interest free loan from S Waugh	Unrestricted	41,025	within 10 years
			-	
			-	
			-	

Signed by one or two trustees on behalf of all the trustees	Signature	Print Name	Date of approval
		Stewart Waugh David Watkins	11/10/25 11.10.25



Section A

Independent Examiner's Report

Report to the trustees

Charity Name

Hawthorn Engine and Carriage Trust

On accounts for the year
ended

2025

Charity no
(if any)

1199460

Set out on pages

(remember to include the page numbers of additional sheets)

I report to the trustees on my examination of the accounts of the above charity ("the Trust") for the year ended 27 / 06 / 2025/.

Responsibilities and
basis of report

As the charity's trustees, you are responsible for the preparation of the accounts in accordance with the requirements of the Charities Act 2011 ("the Act").

I report in respect of my examination of the Trust's accounts carried out under section 145 of the 2011 Act and in carrying out my examination, I have followed all the applicable Directions given by the Charity Commission under section 145(5)(b) of the Act.

Independent
examiner's statement

~~[The charity's gross income exceeded £250,000 and I am qualified to undertake the examination by being a qualified member of [insert name of applicable listed body]]. Delete [] if not applicable.~~

I have completed my examination. I confirm that no material matters have come to my attention in connection with the examination ~~(other than that disclosed below *)~~ which gives me cause to believe that in, any material respect:

- the accounting records were not kept in accordance with section 130 of the Charities Act; or
- the accounts did not accord with the accounting records; or
- the accounts did not comply with the applicable requirements concerning the form and content of accounts set out in the Charities (Accounts and Reports) Regulations 2008 other than any requirement that the accounts give a 'true and fair' view which is not a matter considered as part of an independent examination.

I have no concerns and have come across no other matters in connection with the examination to which attention should be drawn in this report in order to enable a proper understanding of the accounts to be reached.

** Please delete the words in the brackets if they do not apply.*

Signed:

Date:

01/10/2025

Name:

Christopher S Walker

Relevant professional
qualification(s) or body

(if any):

Address:

39 Hallgarth, Consett, Co. Durham, DH8 8BJ

Section B

Disclosure

Only complete if the examiner needs to highlight material matters of concern (see CC32, Independent examination of charity accounts: directions and guidance for examiners).

Give here brief details of any items that the examiner wishes to disclose.

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